

U.S. Coast Guard Lightships

& Those of the U.S. Lighthouse Service

VESSEL DESIGNATION: LV 66



YEAR BUILT: 1896

BUILT AT: Bath (ME)

BUILDER: Bath Iron Works

APPROPRIATION: \$70,000
(Approp. for a Boston light vessel)

CONTRACT PRICE: \$69,282

SISTER VESSELS: None

DESIGN: Steam screw; composite hull (steel sheathed with wood); main deck fully enclosed under weather deck; 2 masts with lantern galleries; stack amidships

LENGTH: 123'0" (loa); BEAM: 28'6"; DRAFT: 13'0"; TONNAGE: 590 displ (depth)

PROPULSION: Steam-one single cylinder surface condensing engine, 20"bore x 22" stroke, 350 IEP @ 150 rpm; 2 Watkins-Dickerson boilers each rated 300 hp; 4 bladed propeller; also rigged for sail

ILLUMINATING APPARATUS: Cluster of 4 electric lens lanterns mounted in galleries at each masthead

FOG SIGNAL: 12" steam chime whistle

CONSTRUCTION NOTES - MODIFICATIONS - EQUIPMENT CHANGES & IMPROVEMENTS:

1896: Sep, Baird evaporator and distilling apparatus installed-During the period 1896-1900, breaking adrift required replacement of 7 mushroom anchors and 565 fathoms chain-
1901: Aug, Marconi wireless telegraph equipment installed experimentally-
1904: Radio equipment permanently installed and placed in service; first U.S. lightship permanently equipped with this capability for operational use-
1910: Equipped with submarine bell signal-
1912: Provided with capability for showing either oil or electric lights-
1918: Illuminating apparatus converted to acetylene operation-
1923: Radio discontinued-
1931: Illuminating apparatus converted to electric operation

STATION ASSIGNMENTS:

1896: Nantucket New South Shoal (MA)
1896-1907: Nantucket Shoals (MA)
1908-1913: Hens and Chickens (MA)
1918-1923: Great Round Shoal (MA)
1923-1934: Cross Rip (MA)

HISTORICAL NOTES:

1896: Jul 6, placed on Nantucket New South Shoal replacing LV 58; Oct 11, parted chain and adrift, picked up by AZALEA and replaced on station-

1896: Oct 17, station position moved 17 1/4 ml southeastward and name changed to Nantucket Shoals - repositioned by AZALEA-

1896: Dec 16, went adrift in gale losing anchor and 150 fathoms chain; anchored off Gay Head until weather moderated then steamed to station Dec 21-

1897: Feb 3, broke from mooring drifting 65 miles; came in and anchored off Falmouth, then coaled at New Bedford and steamed to station Feb 6-

1898: Jan 23, lost anchor and chain in gale; drifted 35 miles then steamed to New Bedford, coaled and steamed back to station Jan 27-

1898: Sep 26-Nov 3, relieved (by LV 58) for repairs-

1899: Feb 13, broke adrift losing anchor and chain; steamed to New Bedford Feb 16; LV 58 then relieved the station Feb 17 until return of LV 66 Feb 25-

1899: Mar 29, broke adrift losing anchor and 120 fathoms chain, drifting 35 miles eastward, regained station May 31; Sep 27, relieved by LV 58 and steamed to New Bedford for coal and rations; resumed station Oct 8-

1900: Jan 2, broke adrift in NW gale; steamed to New Bedford having lost both anchors and chain, replaced on station by AZALEA Jan 6

1900: Oct 26-Dec 25, relieved (by LV 58) for extensive underwater and machinery repairs; 1 propeller blade found broken off and since no spare available, opposite blade was removed and LV 66 returned to station as the Relief LV 58 had gone adrift-

1901: Aug, Marconi wireless telegraph equipment "temporarily and experimentally installed"; Oct 17-Nov 17, relieved (by LV 58) for repairs-

1904: Radio placed in service; 1st US lightship permanently equipped with radio-

1906: Jan 18-Mar 7, relieved by LV 71 (5th District) for urgently needed repairs-

1906 Nov 21-Jan 2 1907, relieved (by LV 78 from 3d District) for repairs-

Assigned Relief duty 1913-1918-

Assigned Great Round Shoal 1918-1923; Cross Rip 1923, Dec 22-1934-

1928: Jan 25, parted chain and adrift; ANEMONE recovered moorings and repositioned lightship on station Jan 27

RETIRED FROM LIGHTSHIP DUTY: 1934; AGE: 38

SUBSEQUENT DISPOSITION: Sold 1934

COMMANDING OFFICERS: LV 66

1896-1903: James Jorgensen, Master
 1904-1913: Frank Doane, Master
 1906-?: Rufus T Chase, Mate
 1917-?: William G Collins, Mate
 1918: Manuel T Chantre, Mate
 1918-1925: Charles L Gage, Mate

PHOTOGRAPHS:



LV-66, circa 1920, National Archives, courtesy of Art Richmond.

